

## Fitting Instructions:

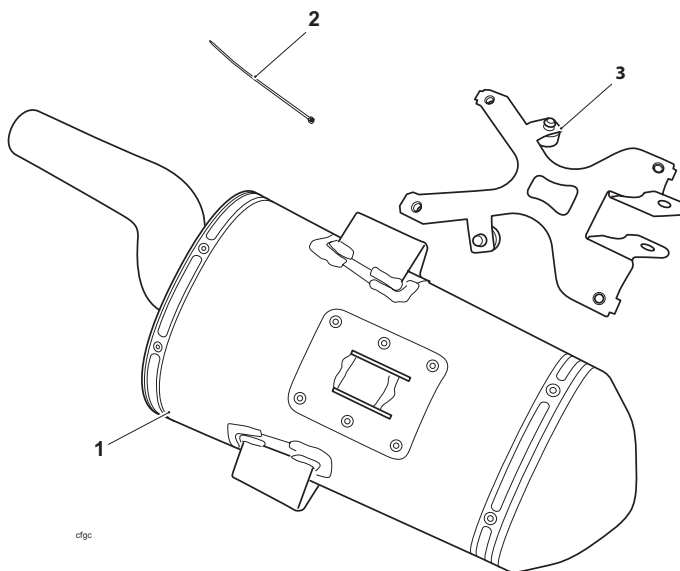
### Daytona 675

### Arrow Slip on Silencer - A9600199

Thank you for choosing this Triumph genuine accessory kit. This accessory kit is the product of Triumph's use of proven engineering, exhaustive testing, and continuous striving for superior reliability, safety and performance.

Completely read all of these instructions before commencing the installation of the accessory kit in order to become thoroughly familiar with the kit's features and the installation process.

These instructions should be considered a permanent part of your accessory kit, and should remain with it even if your accessory equipped motorcycle is subsequently sold.



### Parts Supplied:

1. Silencer	1 off	3. Heatshield mounting bracket	1 off
2. Cable tie	1 off		

 **Warning**

This accessory kit is designed for use on Triumph Daytona 675 motorcycles only and should not be fitted to any other Triumph model or to any other manufacturer's motorcycle. Fitting this accessory kit to any other Triumph model, or to any other manufacturer's motorcycle, may interfere with the rider and could affect the handling, stability or other aspects of the motorcycle's operation which may result in loss of motorcycle control and an accident.

 **Warning**

Always have Triumph approved parts, accessories and conversions fitted by a trained technician of an authorised Triumph dealer. The fitment of parts, accessories and conversions by a technician who is not of an authorised Triumph dealer may affect the handling, stability or other aspects of the motorcycle's operation which may result in loss of motorcycle control and an accident.

 **Warning**

Throughout this operation, ensure that the motorcycle is stabilised and adequately supported on a paddock stand to prevent risk of injury from the motorcycle falling.

 **Warning**

A torque wrench of known accurate calibration must be used when fitting this accessory kit. Failure to tighten any of the fasteners to the correct torque may affect motorcycle performance, handling and stability. This may result in loss of motorcycle control and an accident.

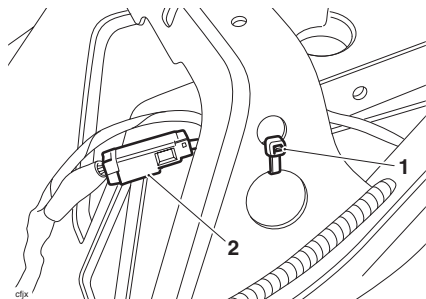
 **Warning**

If the engine has recently been running, the exhaust system will be hot. Before working on or near the exhaust system, allow sufficient time for the exhaust system to cool as touching any part of a hot exhaust system could cause burn injuries.

**Note:**

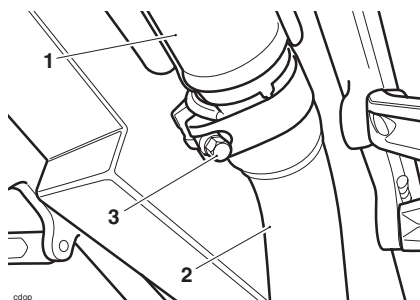
- **Before fitting this accessory kit, ensure the owner of the motorcycle has been informed of the warning contained in these instructions.**
  - **Ensure that the Daytona 675 Service Manual is available for reference during the fitting of this accessory kit.**
1. Remove the seat, as described in the service manual.
  2. Disconnect the battery, negative (black) lead first.
  3. Remove the rear bodywork, as described in the service manual.

- Remove the cable tie and disconnect the direction indicator and licence plate lamp electrical connector.



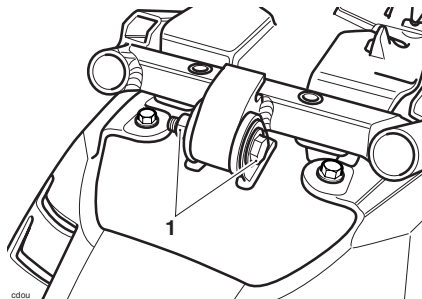
- Cable tie**
- Electrical connector**

- Release the clamp securing the silencer to the intermediate pipe.



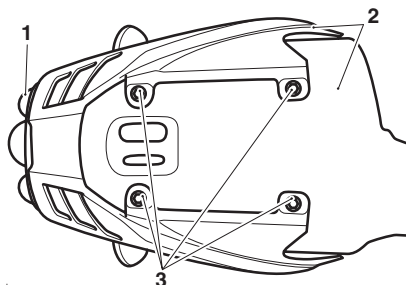
- Silencer**
- Intermediate pipe**
- Clamp**

- Support the silencer and release the bolt and nut securing the silencer mounting bracket to the rear frame. Retain the bolt and nut for reuse.



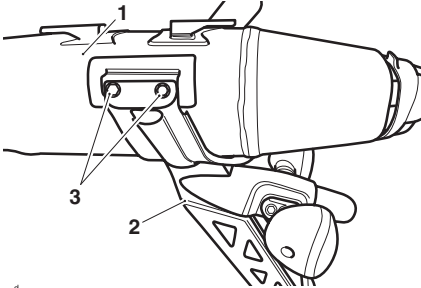
- Silencer mounting bracket bolt and nut**

- Move the silencer rearwards to disengage it from the intermediate pipe and remove.
- Release the four screws and remove the two heatshields. Retain the screws for reuse.



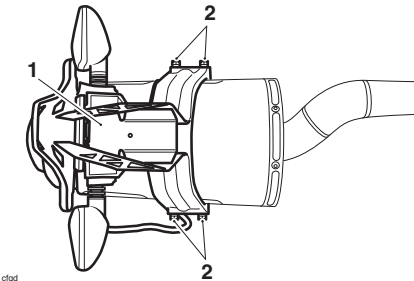
- Silencer**
- Heatshields**
- Screws**

9. Release the four screws and remove the rear light bracket from the silencer. Retain the screws for reuse.



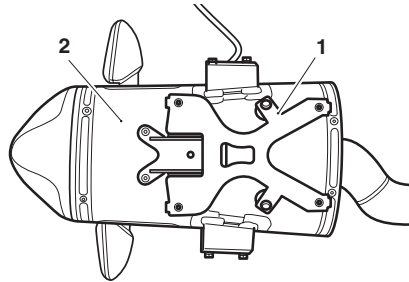
- 1. Silencer**  
**2. Rear light bracket**  
**3. Screws (left hand side shown)**

10. Retain the silencer if the motorcycle is to be returned to its original condition.  
 11. Fit the rear light bracket to the new silencer and tighten the original screws to **12 Nm**.



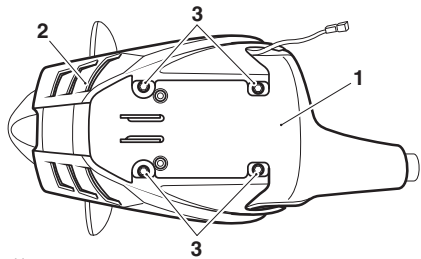
- 1. Rear light bracket**  
**2. Screws**

12. Attach the heatshield mounting bracket to the silencer.



- 1. Heatshield mounting bracket**  
**2. Silencer**

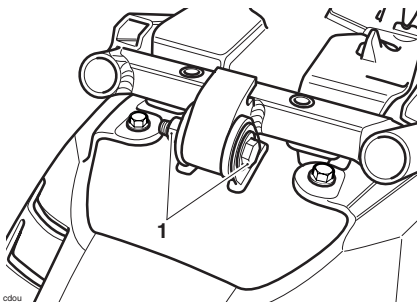
13. Fit the heatshields to the heatshield mounting bracket and tighten the original screws to **6 Nm**.



- 1. Inner heatshield**  
**2. Outer heatshield**  
**3. Screws**

14. Position and engage the silencer to the intermediate pipe. Ensure the front of the outer heatshield is located over the two rubber mounting grommets on the rear subframe.

15. Align the silencer mounting bracket and heatshield mounting bracket to the frame. Tighten the original bolt and nut to **27 Nm**.

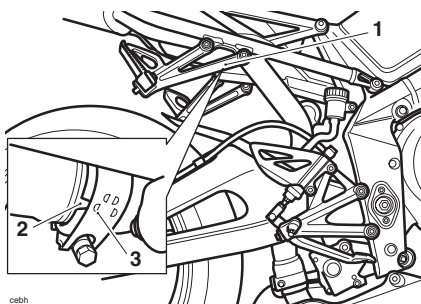


**1. Silencer mounting bracket bolt and nut**

### **! Warning**

Incorrect alignment of the exhaust clamp may cause interference with the rear suspension which may lead to loss of motorcycle control and an accident.

16. Align the clamp for the silencer to intermediate pipe joint and tighten to **15 Nm**. Ensure the clamp is aligned as shown below.

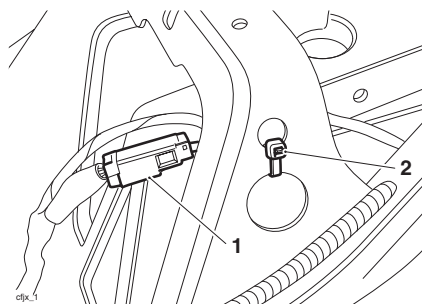


- 1. Exhaust clamp position**  
**2. Exhaust cut-out**  
**3. Exhaust clamp alignment feature**

### **! Warning**

When securing electrical cables with cable ties ensure the cable ties are fully tight. Ensure there is slack in the cables.

17. Reconnect the direction indicator and licence plate lamp electrical connector and secure with the cable tie supplied. Trim off the excess cable tie.



- 1. Electrical connector**  
**2. Cable tie**

18. Reconnect the battery, positive (red) lead first.

### **! Caution**

Do not install the exhaust system or run the engine without the exhaust heatshields fitted. Components protected by the heatshield may suffer severe damage or a fire if the motorcycle is operated without the heatshields being fitted.

**Note:**

- **The correct engine calibration must be downloaded to the motorcycle ECU prior to starting the engine. This information can be found on the 'Triumph On Line' dealer web site.**
  - **Connect the Triumph Diagnostic Tool and download the correct engine calibration to the ECU following the procedure listed on the 'Triumph On Line' dealer web site.**
19. Start the engine and check for exhaust gas leaks. Rectify as necessary.
  20. Refit the rear bodywork, as described in the service manual.
  21. Refit the seat, as described in the service manual.
  22. Remove the paddock stand.

 **Warning**

After this Arrow exhaust accessory has been fitted by an authorised Triumph dealer, the performance of the motorcycle will be altered. If you have any doubt about the performance of any aspect of the motorcycle, contact an authorised Triumph dealer and do not ride the motorcycle until the authorised dealer has declared it fit for use. Riding a motorcycle when there is any doubt as to any aspect of the performance of the motorcycle may result in loss of control of the motorcycle leading to an accident.

 **Warning**

This motorcycle must not be operated above the legal road speed limit except in authorised closed-course conditions.

 **Warning**

After fitting the accessory kit the motorcycle will exhibit new handling characteristics. Operate the motorcycle in a safe area free from traffic to gain familiarity with any new characteristics. Operation of the motorcycle when not familiar with any new handling characteristics may result in loss of motorcycle control and an accident.

 **Warning**

If, after fitment of this accessory kit, you have any doubt about the performance of any aspect of the motorcycle, contact an authorised Triumph dealer and do not ride the motorcycle until the authorised dealer has declared it fit for use. Riding a motorcycle when there is any doubt as to any aspect of the performance of the motorcycle may result in loss of control of the motorcycle leading to an accident.

 **Warning**

Only operate this Triumph motorcycle at high speed in closed-course on road competition or on closed course racetracks. High speed operation should only be attempted by riders who have been instructed in the techniques necessary for high speed riding and are familiar with the motorcycle's characteristics in all conditions. High speed operation in any other circumstances is dangerous and will lead to loss of motorcycle control and an accident.